B 49/989-2

SOUTH

BILLINGS

NORTH

SECTIONAL AERONAUTICAL CHART
SCALE 1:500,000

Lambert Conformal Conic Projection Standard Parallels 41°20' and 46°40'
Horizontal Datum: North American Datum of 1927
Topographic data corrected to July 1989

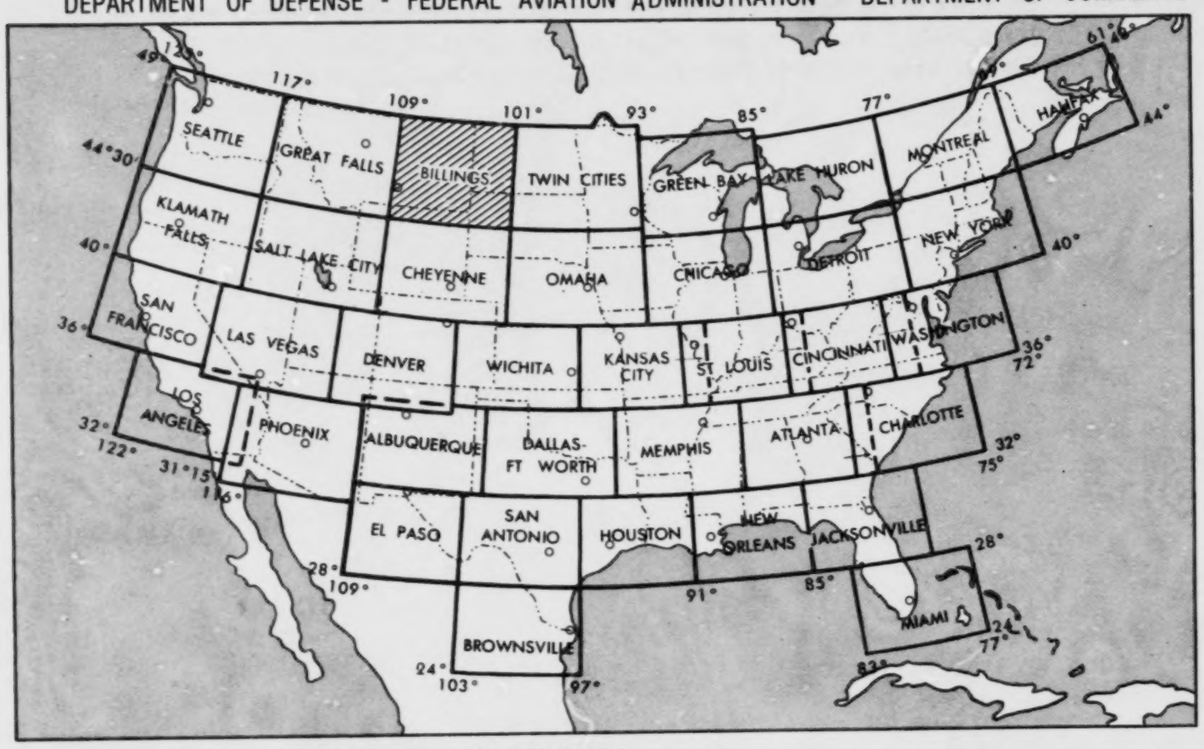
38TH EDITION September 21, 1989

Includes airspace amendments effective *September 21, 1989*
and all other aeronautical data received by July 27, 1989
Consult appropriate NOTAMs and Flight Information
Publications for supplemental data and current information.

This chart will become *OBSOLETE FOR USE IN NAVIGATION* upon publication of the next edition scheduled for *APRIL 5, 1990*

PUBLISHED IN ACCORDANCE WITH INTERAGENCY AIR CARTOGRAPHIC COMMITTEE SPECIFICATIONS AND AGREEMENTS, APPROVED BY:

DEPARTMENT OF DEFENSE • FEDERAL AVIATION ADMINISTRATION • DEPARTMENT OF COMMERCE



MILITARY TRAINING ROUTES (MTRs)

All IR and VR MTRs are shown, and may extend from the surface upwards. Only the route centerline, direction of flight along the route and the route designator are depicted – route widths and altitudes are not shown.

Since these routes are subject to change every 56 days, and the charts are reissued every 6 months, you are cautioned and advised to contact the nearest FSS for route dimensions and current status for those routes affecting your flight.

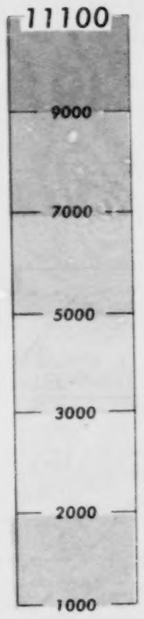
Routes with a change in the alignment of the charted route centerline will be indicated in the Aeronautical Chart Bulletin of the Airport/Facility Directory. Also, the VFR Wall Planning Chart is issued every 56 days and displays current route configurations and a composite tabulation of altitudes along these routes.

Military Pilots refer to Area Planning AP/1B Military Training Route North and South America for current routes.

CONTOUR INTERVAL 500 *feet*
— 500 —

HIGHEST TERRAIN elevation is *11100 feet* located at 44°33'N – 107°20'W

Critical elevation ---------- • 4254
Approximate elevation ---------- x 3200
Doubtful locations are indicated by omission of the point locator (dot or "x")



ATTENTION

THIS CHART CONTAINS MAXIMUM ELEVATION FIGURES (MEF). The Maximum Elevation Figures shown in quadrangles bounded by ticked lines of latitude and longitude are represented in THOUSANDS and HUNDREDS of feet above mean sea level. The MEF is based on information available concerning the highest known feature in each quadrangle, including terrain and obstructions (trees, towers, antennas, etc.).

Example: 12,500 feet ..... 12[5]

CONVERSION OF ELEVATIONS

FEET (Thousands) 0 2 4 6 8 10 12 14 16 18 20 22 24 26 28 30
METERS (Thousands) 0 1 2 3 4 5 6 7 8 9

Published at Washington, D.C.
U.S. Department of Commerce
National Oceanic and Atmospheric Administration
National Ocean Service

C 55.416/10:



SOUTH

BILLINGS

SECTIONAL AERONAUTICAL CHART

SCALE 1:500,000

Lambert Conformal Conic Projection Standard Parallels 41°20' and 48°40'
Horizontal Datum: North American Datum of 1927
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NORTH

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500

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located at 44°33'N - 107°20'W

Critical elevation ..... •4254
Approximate elevation ..... • 5200
Doubtful locations are indicated by omission of the point locator (dot or "x")

ATTENTION

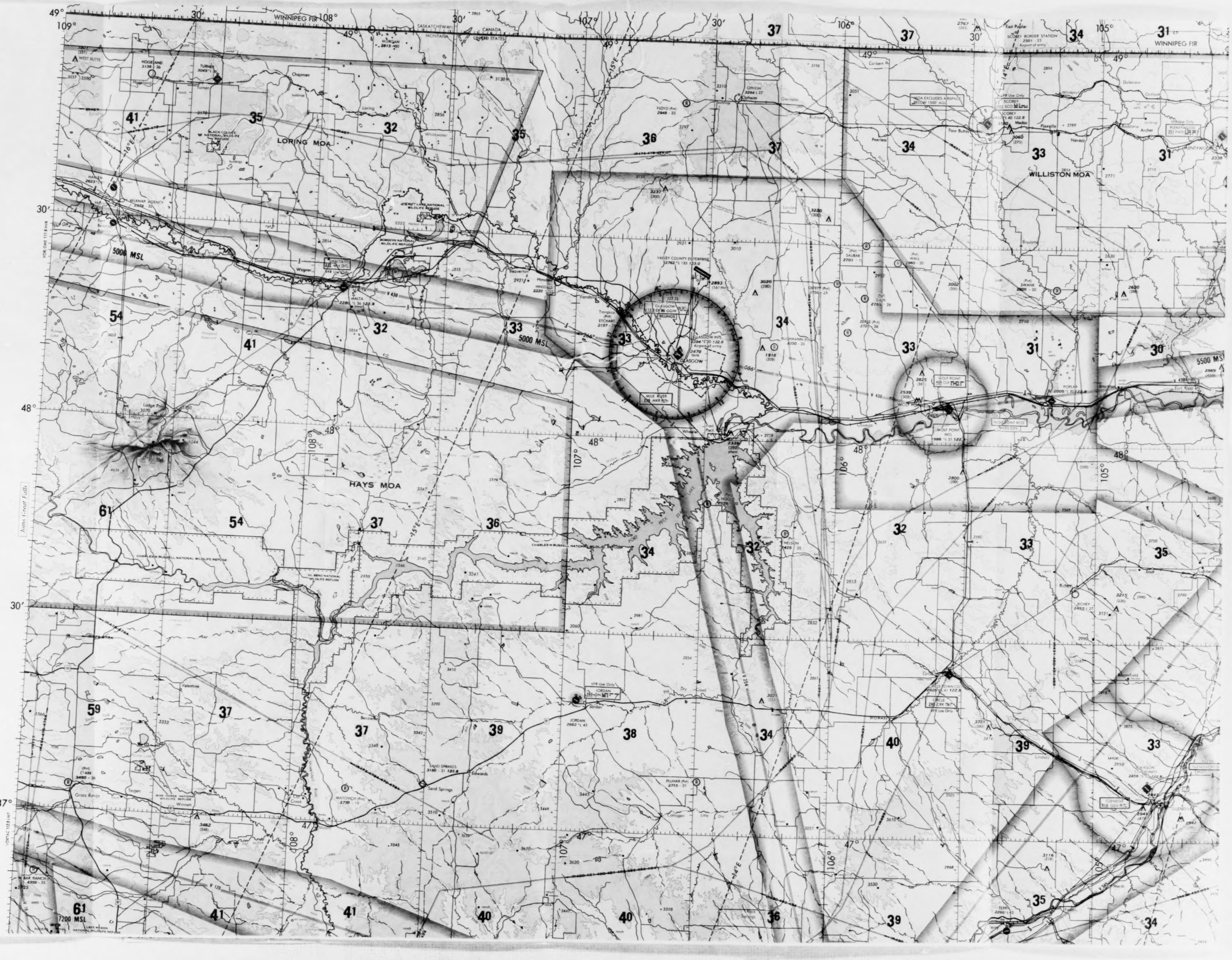
THIS CHART CONTAINS MAXIMUM ELEVATION FIGURES within the Maximum Elevation Figure shown in quadrangles bounded by ticked lines of latitude and longitude are given in thousands and hundreds of feet above mean sea level. The MEF is based on information available concerning the highest known feature in each quadrangle, including terrain and obstructions (trees, towers, antennas, etc.).

Example: 12,500 feet 12[5]

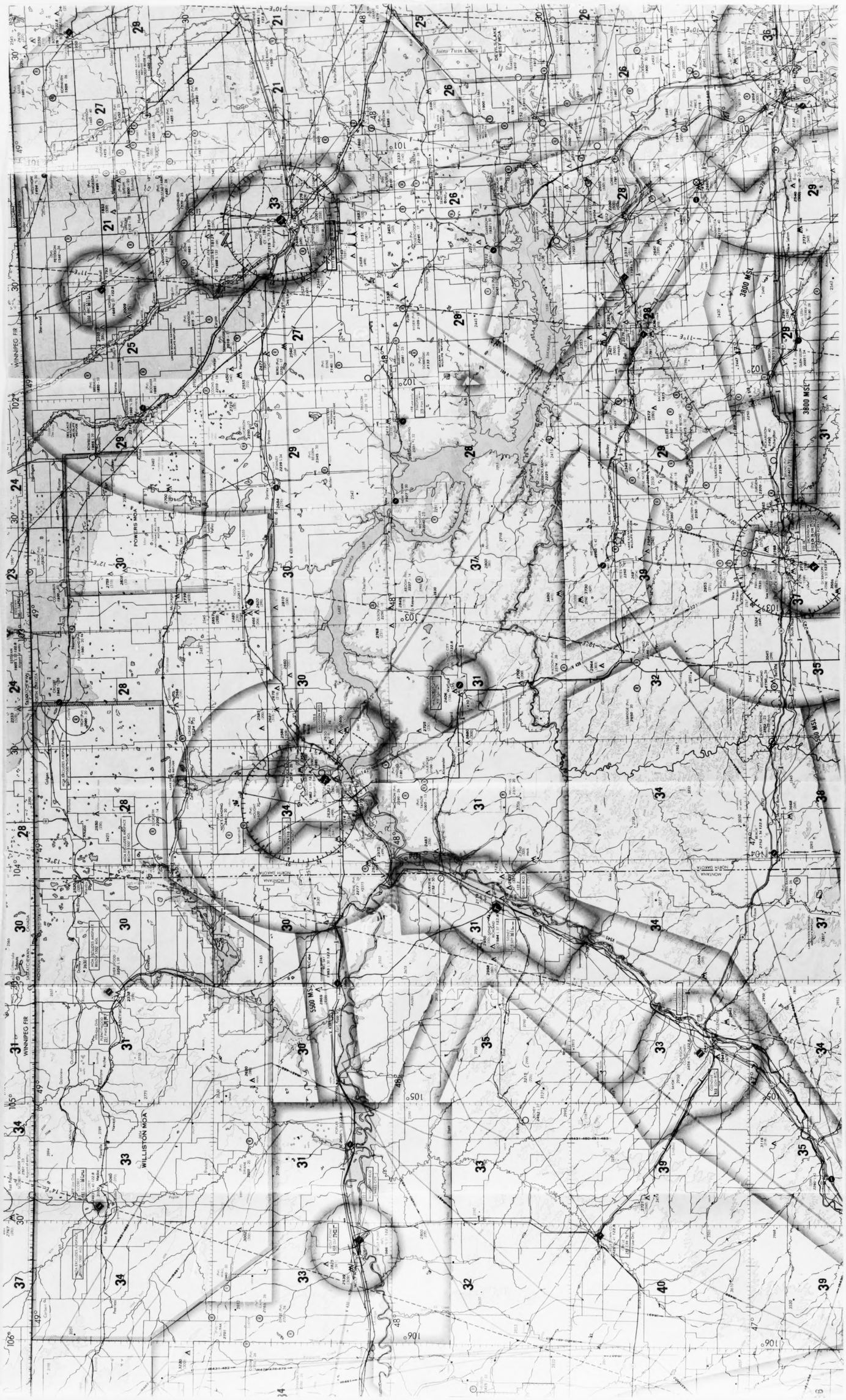
CONVERSION OF ELEVATIONS

Published at Washington, D.C.
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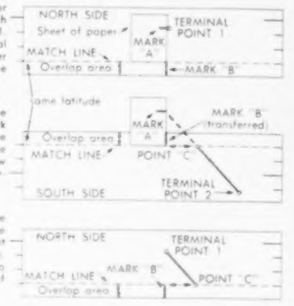
PLOTTING DIRECT ROUTE ON NORTH/SOUTH SIDE

There are approximately two minutes of latitude overlap between the north and south sides of each sectional/WAC chart. To plot a course line from one side to the other, the user must first draw two "match lines" that are common to both sides. On the north side connect the tick marks of the most southern minute of latitude and on the south side connect the marks of the most northern minutes of latitude. These "match lines" must have the same latitude on both the north and south sides.

Step No. 1
On the side of the chart having a terminal point nearer the match line, place a sheet of paper (or chart) so that one edge corresponds to the match line while another edge intersects Terminal Point 1. Make a mark on the edge of the paper at Terminal Point 1 (Mark "A" as illustrated) and also another mark on the chart extending from match line to the edge of the chart (Mark "B" as illustrated).

Step No. 2
Roll the chart over and transfer Mark "B" from the north side to the south side, extending the mark to the match line. Align the sheet of paper to the match line with the corner of the sheet at the transferred Mark "B". With a straight edge draw a line from Terminal Point 2 to Mark "A" to intersect the match line forming Point "C".

Step No. 3
... chart over and transfer Point "C" from the south side to the north side. (This can be done by measuring the distance from Mark "B" to Point "C" along the match line from the south side.) With a straight edge draw a line from Point "C" to Terminal Point 1. This line is the continuation of the direct route drawn on the south side.



REGULATIONS REGARDING FLIGHTS OVER CHARTED NATIONAL PARK SERVICE AREAS, U.S. FISH AND WILDLIFE SERVICE AREAS, AND U.S. FOREST SERVICE AREAS

The landing of aircraft is prohibited on lands or waters administered by the National Park Service, U.S. Fish and Wildlife Service or U.S. Forest Service without authorization from the respective agency. Exceptions include: 1) when forced to land due to an emergency beyond the control of the operator, 2) at officially designated landing sites, or 3) on approved official business of the Federal Government.

All aircraft are requested to maintain a minimum altitude of 2,000 feet above the surface of the following: National Parks, Monuments, Seashores, Lakeshores, Recreation Areas and Scenic Riverways administered by the National Park Service, National Wildlife Refuges, Big Game Refuges, Game Ranges and Wildlife Ranges administered by the U.S. Fish and Wildlife Service, and Wilderness and Primitive areas administered by the U.S. Forest Service. FAA Advisory Circular (AC) 91-36C, "Visual Flight Rules (VFR) Flight Near Noise-Sensitive Areas," defines the surface as: the highest terrain within 2,000 feet laterally of the route of flight, or the upper-most rim of a canyon or valley.

Federal regulations also prohibit airdrops by parachute or other means of persons, cargo, or objects from aircraft on lands administered by the three agencies without authorization from the respective agency. Exceptions include: 1) emergencies involving the safety of human life, or 2) threat of serious property loss.

. . . . Boundary of National Park Service areas, U.S. Fish and Wildlife Service areas and U.S. Forest Service Wilderness and Primitive areas.

Entire United States portion of this chart is within the Defense Area

Uncontrolled airspace within the United States extends up to 14,500 feet MSL. At and above this altitude all airspace is within the Continental Control Area, excluding the airspace less than 1500 feet above the terrain and certain special use airspace areas.

NOTICE TO USERS OF THIS CHART

You are urgently requested to inform us of corrections and additions that come to your attention while using this chart. Postage-paid Chart Correction cards are available at authorized chart sales agents and at FAA Flight Service Stations. Where delineation of data is required, such information should be indicated clearly and accurately on a current chart (a replacement copy will be returned). Mail to: National Ocean Service, NOAA, N/CG31, 6010 Executive Blvd., Rockville, MD 20852 or call toll-free 800-626-3677.

CONTROL TOWER FREQUENCIES ON BILLINGS SECTIONAL CHART

Airports which have control towers are indicated on this chart by the letters CT followed by the primary VHF local control frequency. Selected transmitting frequencies for each control tower are tabulated in the adjoining spaces, the low or medium transmitting frequency is listed first followed by a VHF local control frequency, and the primary VHF and UHF military frequencies, when these frequencies are available. An asterisk (*) follows the part-time tower frequency remoted to the collocated full-time FSS for use as Airport Advisory Service (AAS) during hours tower is closed. Hours shown are local time. Radio call provided if different from tower name.

Automatic Terminal Information Service (ATIS) frequencies, shown on the face of the chart are normal arriving frequencies, all ATIS frequencies available are tabulated below.

ASR and/or PAR indicates Radar Instrument Approach available.

CONTROL TOWER	RADIO CALL	OPERATES	ATIS	FREQ	ASR/PAR
BILLINGS LOGAN INTL	BILLINGS	0600-2300	126.3	124.2* 257.8	ASR
BISMARCK		0600-2400	119.35	118.3 257.8	ASR
MINOT AFB		CONTINUOUS		120.65 253.5	ASR/PAR
MINOT INTL	MAGIC CITY	0700-2200		118.2* 393.1	

TCA, ARSA, TRSA, AND SELECTED RADAR APPROACH CONTROL FREQUENCIES

MINOT AFB RADAR	118.5 363.8

7-27-89

SPECIAL USE AIRSPACE ON BILLINGS SECTIONAL CHART

Unless otherwise noted altitudes are MSL and in feet; time is local.
Contact nearest FSS for information.
†Other time by NOTAM contact FSS.

The word "TO" an altitude means "To and including."
FL – Flight Level
NO A/G – No air to ground communications

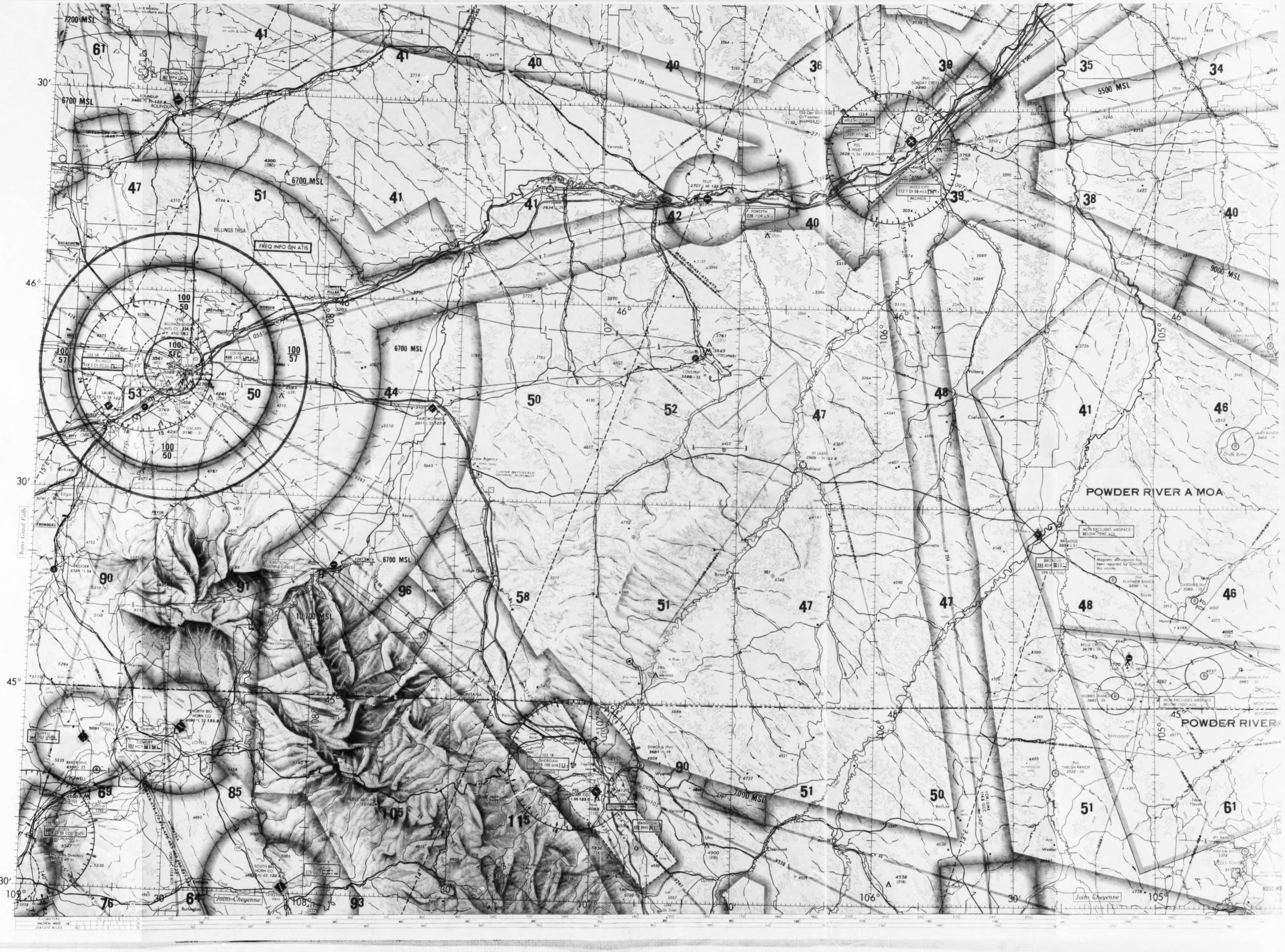
U.S. P-PROHIBITED, R-RESTRICTED, A-ALERT, W-WARNING, MOA-MILITARY OPERATIONS AREA

MOA NAME	ALTITUDE OF USE*	TIME OF USE†	CONTROLLING AGENCY
DEVILS LAKE WEST	4000	INTERMITTENT BY NOTAM	ZMP CNTR
HAYS	300 AGL	INTERMITTENT BY NOTAM	ZLC CNTR
LORING	4000	INTERMITTENT	ZLC CNTR
POWDER RIVER A	SURFACE	INTERMITTENT BY NOTAM	ZLC CNTR
POWDER RIVER B	1000 AGL	INTERMITTENT BY NOTAM	ZDV CNTR
POWERS	12,000	0600-1800	ZMP CNTR
TILFORD	12,000	INTERMITTENT BY NOTAM	ZDV CNTR
WILLISTON	300 AGL	INTERMITTENT	ZLC CNTR

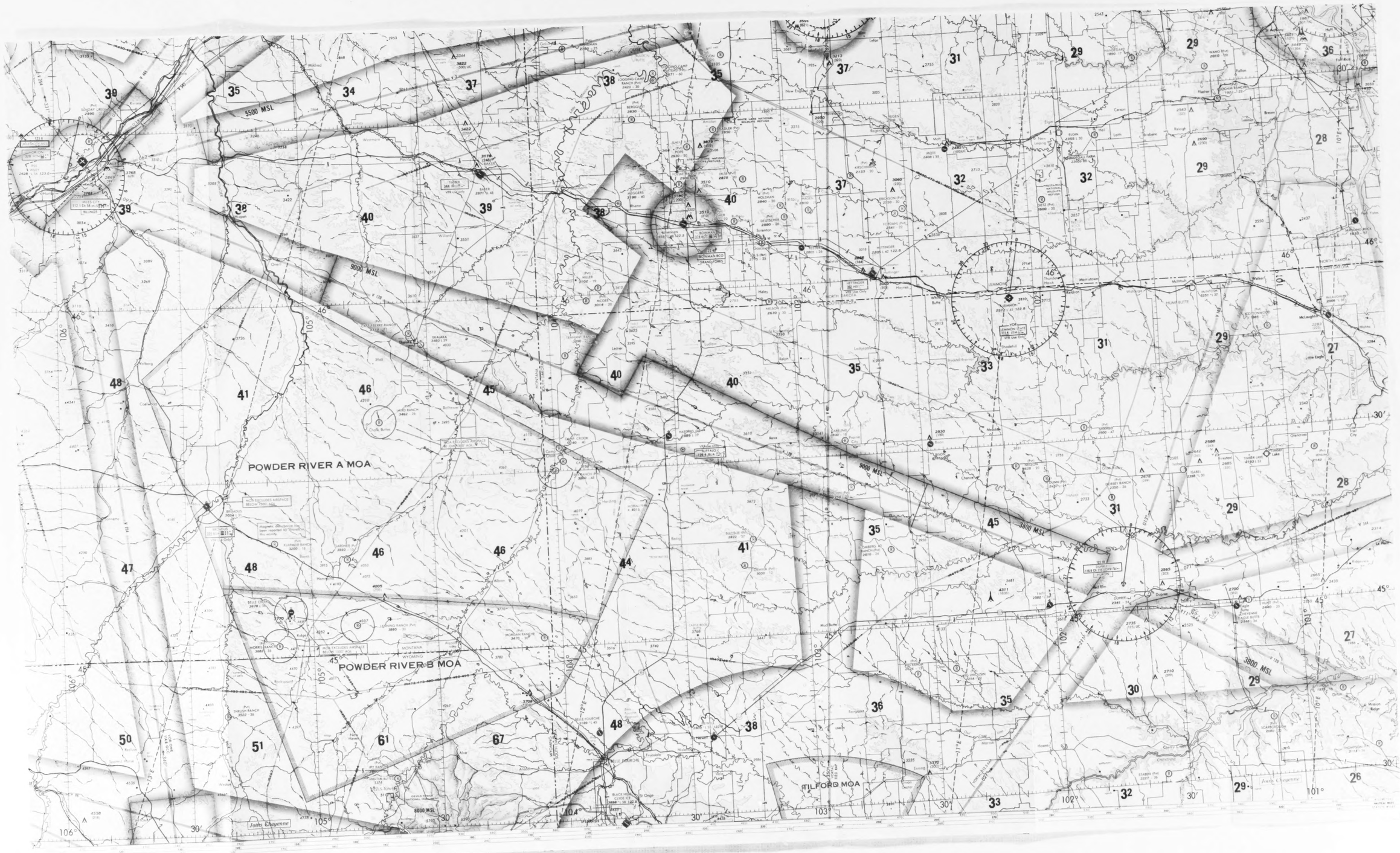
*Altitudes indicate floor of MOA. All MOA's extend to but do not include FL 180 unless otherwise indicated in tabulation or on chart.

CAUTION: This chart is primarily designed for VFR navigational purposes and does not purport to indicate the presence of all telephone, telegraph and power transmission lines, terrain or obstacles which may be encountered below reasonable and safe altitudes.

BILLINGS



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5500 MSL
9000 MSL
POWDER RIVER A MOA
POWDER RIVER B MOA
MONTANA
WYOMING
8000 MSL
9000 MSL
3800 MSL
3800 MSL
TILFORD MOA
Joins Cheyenne
Joins Cheyenne